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NATIONAL AVIATION FACILITIES EXPERIMENTAL CENTER ATL--ETC F/6 1/2
LOS ANGELES INTERNATIONAL AIRPORT DATA PACKAGE NUMBER 5, AIRPOR--ETC(U)
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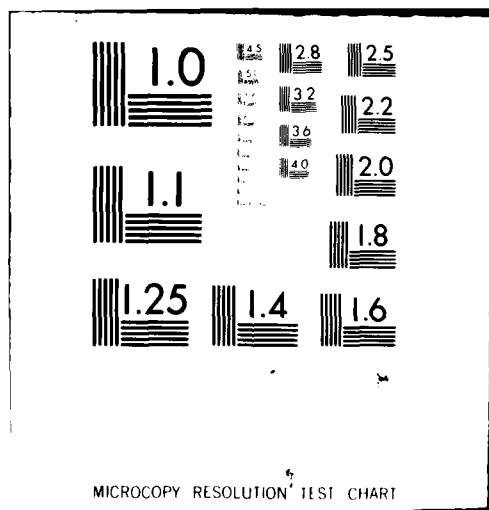
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**LOS ANGELES
INTERNATIONAL
AIRPORT**

**DATA PACKAGE NO. 5
AIRPORT IMPROVEMENT
TASK FORCE DELAY STUDIES**

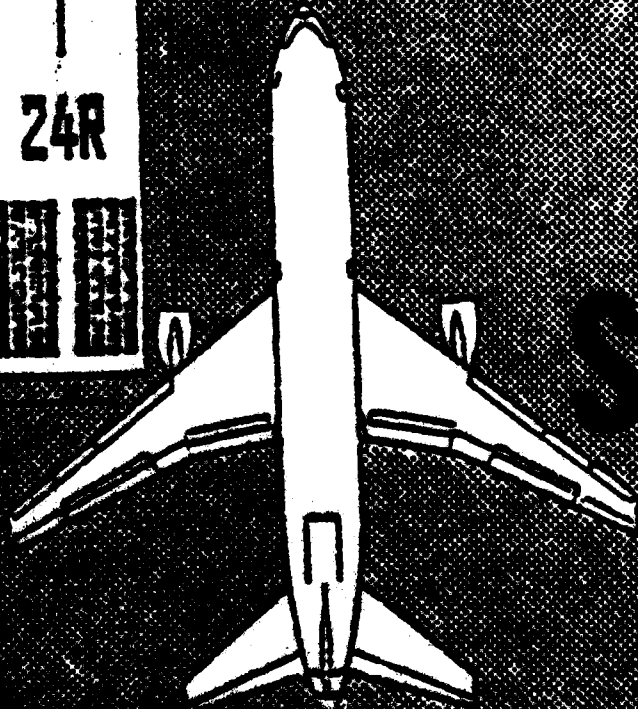
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**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

DATE: October 30, 1979

IN REPLY
REFER TO: ANA-220

NATIONAL AVIATION FACILITIES
EXPERIMENTAL CENTER

ATLANTIC CITY, NEW JERSEY 08405



SUBJECT: Los Angeles, Simulation Model Demand for 1978, 1982, and 1987

FROM: Program Manager, ANA-220

TO: Royal Mink, AWE-4

Enclosed is data package No. 5 for review by the Task Force members. Data package No. 4 has been reviewed by the Task Force at the meeting in August 1979. All comments have been incorporated into the demand schedules presented in this data package. Estimates of yearly totals for passenger enplanements and aircraft operations are included in Attachment C.

This data package is intended as a reference for Task Force members during the review of the results of Stage 1 experiments presented in data package No. 6.

JOHN R. VANDERVEER

Enclosures

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THIS DATA PACKAGE ENCOMPASS THE FOLLOWING TOPICS =

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ATTACHMENT A

LOS ANGELES DELAY EXPERIMENTS

LOS ANGELES INTERNATIONAL AIRPORT

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

TABLE 1
LOS ANGELES DELAY EXPERIMENTS

Experiment number	Model	Study case ^a	Arrival runways	Departure runways	Weather	Demand	ATC System ^b scenario	Near Term ^c improvements
Stage 1 Experiments								
1	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1978	1978	None
2	ASM	2	24L, 24R, 25L, 25R	24L, 25R	IFR1	1978	1978	None
3	ASM	3	24R, 25L	24L, 25R	IFR2	1978	1978	None
4	ASM	5	6R, 7L	24L, 25R	VFR1	1978	1978	None
5	ASM	6	6R, 7L	24L, 25R	IFR1	1978	1978	None
6	ASM	4	6L, 6R, 7L, 7R	6L, 6R, 7L, 7R	VFR1	1978	1978	None
7 (7A) (7B)	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982 (+5%) (+15%) 1978	1982	None
8 (8A) (8B)	ASM	2	24L, 24R, 25L, 25R	24L, 25R	IFR1	1982 (+5%) (+15%) 1978	1982	None
9	ASM	4	6L, 6R, 7L, 7R	6L, 6R, 7L, 7R	VFR1	1982	1978	None
10	ASM	5	6R, 7L	24L, 25R	VFR1	1982	1978	None
10A	ASM	6	6R, 7L	24L, 25R	IFR1	1982	1978	None
11	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	None ^e
12	ASM	2	24L, 24R, 25L, 25R	24L, 25R	IFR1	1982	1982	1982 ^f
13	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	2, 3 ^g
15	ASM	5	6R, 7L	24L, 25R	VFR1	1982	1982	5, 7 ^g
16	ASM	4	6L, 6R, 7L, 7R	6L, 6R, 7L, 7R	VFR1	1982	1982	5, 7, 8 ^g
17	ADM ^h	n.a.	n.a.	n.a.	n.a.	1978	1978	None
17A	RCM ⁱ	7	24L, 24R, 25L	24L, 24R, 25L	VFR1	1982	1982	Tunnel Construction ^j
17B	RCM	7	24L, 24R, 25L, 25X ^k	24L, 24R, 25L, 25X	VFR1	1982	1982	Tunnel Construction
17C	RCM	7	24L, 24R, 25L, 26	24L, 24R, 25L, 26	VFR1	1982	1982	Comments-Usage for Light

n.a. = not applicable.

a. Study cases (combinations of runway use and weather conditions) are defined in Figure III-1.

b. FAA will describe impact of 1982 and post-1987 ATC systems on model inputs.

c. Potential near-term improvements are identified in the Los Angeles International Airport Improvement Task Force Interim Report, and in Appendix B.

d. Airfield Simulation Model.

e. Task Force establishes packages of near-term improvements most likely to be implemented in 1982 and 1987 time frames. The 1982 package includes improvement # 2 (high-speed taxiway off Runway 25L to the south), improvement # 3 (strengthening of the Sepulveda Tunnel), (cont.)

TABLE 1 (CONTINUED)

- e. (cont.) new taxiway access to threshold of Runway 24R, and temporary holding areas on future Taxiway 75. The 1987 package includes all 1982 improvements plus Satellite 1, International Terminal, and/or remote parking for 20 aircraft at west end of airport. These packages of improvements are subject to Task Force review and revision.
- f. Impact of absence of improvements # 2 and #3 (high-speed taxiway of Runway 25L and strengthening of the Sepulveda Tunnel).
- g. Improvement # 5 is a high-speed taxi exit off Runway 7. Improvement # 7 is a high-speed taxi exit to Taxiway 47 from Runway 6R. Improvement #8 is a bypass area on the north side of Runway 7L.
- h. Annual Delay Model.
- i. Runway Capacity Model.
- j. Runway 25R closed for tunnel construction.
- k. During closure of 25R for tunnel construction, parts of Runway 25 are open for small aircraft arrivals and departures.

TABLE 1

LOS ANGELES DELAY EXPERIMENTS

Experiment number	Model	Study case ^a	Arrival Runways	Departure Runways	Weather	Demand	ATC System ^b scenario	Near-term Improvements ^c
Stage 2 Experiments								
18	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	10 ¹
19 A	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1978	Terminal Expansion
20	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	Terminal Expansion ^a
21	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	Remote Terminal ^o
22	ASM	7	24L, 24R, 25L	24L, 24R, 25L	VFR1	1982	1978	Tunnel Construction
22A	ASM	8	24L, 24R, 25L	24L, 24R, 25L	VFR1	1982	1978	Dual Taxiway ^p
23	ASM	8	24R, 25L	24L, 25L	IFR1	1982	1978	Tunnel Construction 25R
24	ASM	9	24R, 25R	24L, 25R	IFR1	1982	1978	Tunnel Construction 25L
25	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1987	1987	1987 ^o
25A	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1987	1987	1987
26	ASM	2	24L, 24R, 25L, 25R	24L, 24R	IFR1	1987	1987	1987
27	ADM	n.a.	n.a.	n.a.	n.a.	1982	1982	None
28	ADM	n.a.	n.a.	n.a.	n.a.	1982	1982	None
29	ADM	n.a.	n.a.	n.a.	n.a.	1982	1978	1982
30	ADM	n.a.	n.a.	n.a.	n.a.	1982	1978	None
31	ADM	n.a.	n.a.	n.a.	n.a.	1987	1987	1987
32	ADM	n.a.	n.a.	n.a.	n.a.	1987	1987	None
33	ADM	n.a.	n.a.	n.a.	n.a.	1987	1978	1987
34	ADM	n.a.	n.a.	n.a.	n.a.	1987	1988	None

1. Improvement #10 consists of a series of taxiway improvements identified in Appendix B.

a. Construction of Satellite 1 and International Terminal. The need for this experiment will be reviewed by the Task Force after consideration of future airline terminal locations.

o. Remote parking for 20 aircraft at west end of Airport.

p. Additional experiment may be needed to test value of dual taxiway system around Satellite 4 during tunnel construction.

ATTACHMENT B

1978, 1982, and 1987 DEMAND with CLASS PERCENTAGES

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

TABLE 2

1978 DEMAND

TIME	AIR CARRIER	SUPPLEMENTS OF AIR TAXI AND AIR CARRIER	AIR TAXI	GENERAL AVIATION	TOTAL
<u>ARRIVALS</u>					
0000	16	0	1	2	19
0100	10	7	0	1	18
0200	6	7	1	0	14
0300	1	3	1	0	5
0400	5	5	0	0	10
0500	4	2	1	0	7
0600	9	0	3	4	16
0700	16	1	7	5	29
0800	23	4	5	7	39
0900	25	2	4	9	40
1000	35	1	6	8	50
1100	41	4	6	8	59
1200	31	1	4	9	45
1300	29	0	3	10	42
1400	29	4	4	10	47
1500	26	1	5	11	43
1600 to 2400	269	10	32	52	363
TOTALS	575	52	83	136	846
<u>DEPARTURES</u>					
0000	19	1	2	2	24
0100	9	10	0	0	19
0200	1	7	1	0	9
0300	1	2	1	0	4
0400	1	5	1	0	7
0500	4	5	0	1	10
0600	9	2	4	2	17
0700	32	4	6	6	48
0800	49	3	3	9	64
0900	38	4	5	5	52
1000	34	2	6	6	48
1100	34	3	4	11	52
1200	44	5	5	11	65
1300	39	1	1	10	51
1400	20	0	7	12	39
1500	30	0	6	7	43
1600 to 2400	214	22	32	44	312
TOTALS	578	76	84	126	864
CLASS DISTRIBUTION (0000 to 2400)					
Class 1		Class 2	Class 3	Class 4	
21.5 %		55.4 %	17.9 %	5.2 %	

TABLE 3

1982 DEMAND

7

TIME	AIR CARRIER	SUPPLEMENTS OF AIR TAXI AND AIR CARRIER	AIR TAXI	GENERAL AVIATION	TOTAL
<u>ARRIVALS</u>					
0000	12	4	1	2	19
0100	14	7	0	1	22
0200	4	7	2	0	13
0300	3	1	0	0	4
0400	4	5	0	0	9
0500	5	3	1	0	9
0600	6	0	6	4	16
0700	17	1	2	5	25
0800	27	4	7	7	45
0900	26	2	4	9	41
1000	38	2	5	8	53
1100	43	4	7	8	62
1200	30	1	4	9	44
1300	28	0	2	10	40
1400	35	4	4	10	53
1500	19	1	5	11	36
1600 to 2400	271	12	33	52	368
TOTALS	582	58	83	136	859
<u>DEPARTURES</u>					
0000	22	0	2	2	26
0100	8	11	0	0	19
0200	4	5	1	0	10
0300	0	3	1	0	4
0400	4	2	1	0	7
0500	4	5	0	1	10
0600	10	2	4	2	18
0700	30	6	6	6	48
0800	49	3	3	9	64
0900	42	2	5	5	54
1000	34	2	6	6	48
1100	34	3	4	11	52
1200	42	7	5	11	65
1300	43	0	1	10	54
1400	22	0	7	13	41
1500	30	0	6	7	43
1600 to 2400	213	24	32	44	313
TOTALS	591	75	84	126	876
CLASS DISTRIBUTION (0000 to 2400)					
Class 1		Class 2	Class 3	Class 4	
23.9 %		55.0 %	15.9 %	5.2 %	

TABLE 4

8

1982 + 5% DEMAND

TIME	AIR CARRIER	SUPPLEMENTS OF AIR TAXI AND AIR CARRIER	AIR TAXI	GENERAL AVIATION	TOTAL
<u>ARRIVALS</u>					
0000	12	5	1	2	20
0100	14	8	0	1	23
0200	4	8	2	0	14
0300	3	1	0	0	4
0400	4	5	0	0	9
0500	5	3	1	0	9
0600	6	1	6	4	17
0700	17	2	2	5	26
0800	27	6	7	7	47
0900	26	4	4	9	43
1000	38	5	5	8	56
1100	43	7	7	8	65
1200	30	3	4	9	46
1300	28	2	2	10	42
1400	35	6	4	10	55
1500	19	3	5	11	38
1600 to 2400	271	30	33	52	386
TOTALS	582	99	83	136	900
<u>DEPARTURES</u>					
0000	22	1	2	2	27
0100	8	12	0	0	20
0200	4	5	1	0	10
0300	0	3	1	0	4
0400	4	2	1	0	7
0500	4	5	0	1	10
0600	10	3	4	2	19
0700	30	8	6	6	50
0800	49	6	3	9	67
0900	42	5	5	5	57
1000	34	4	6	6	50
1100	34	6	4	11	55
1200	42	10	5	11	68
1300	43	3	1	10	57
1400	22	2	7	12	43
1500	30	2	6	7	45
1600 to 2400	213	40	32	44	329
TOTALS	591	117	84	126	918
CLASS DISTRIBUTION (0000 to 2400)					
Class 1		Class 2		Class 3	
23.9 %		55.3 %		15.9 %	
				Class 4	
				4.9 %	

TABLE 5

9

1982 + 15% DEMAND

TIME	AIR CARRIER	SUPPLEMENTS OF AIR TAXI AND AIR CARRIER	AIR TAXI	GENERAL AVIATION	TOTAL
<u>ARRIVALS</u>					
0000	12	7	1	2	22
0100	14	10	0	1	25
0200	4	9	2	0	15
0300	3	2	0	0	5
0400	4	6	0	0	10
0500	5	5	1	0	11
0600	6	3	6	4	19
0700	17	5	2	5	29
0800	27	10	7	7	51
0900	26	7	4	9	46
1000	38	10	5	8	61
1100	43	13	7	8	71
1200	30	7	4	9	50
1300	28	6	2	10	46
1400	35	11	4	10	60
1500	19	7	5	11	42
1600 to 2400	271	67	33	52	423
TOTALS	582	185	83	136	986
<u>DEPARTURES</u>					
0000	22	4	2	2	30
0100	8	14	0	0	22
0200	4	6	1	0	11
0300	0	4	1	0	5
0400	4	3	1	0	8
0500	4	7	0	1	12
0600	10	5	4	2	21
0700	30	13	6	6	55
0800	49	13	3	9	74
0900	42	10	5	5	62
1000	34	9	6	6	55
1100	34	11	4	11	60
1200	42	16	5	11	74
1300	43	8	1	10	62
1400	22	6	7	12	47
1500	30	6	6	7	49
1600 to 2400	213	69	32	44	358
TOTALS	591	204	84	126	1005
CLASS DISTRIBUTION (0000 to 2400)					
	Class 1	Class 2	Class 3	Class 4	
	23.9 %	55.6 %	15.9 %	4.6 %	

TABLE 6

10

1987 DEMAND

TIME	AIR CARRIER	SUPPLEMENTS OF AIR TAXI AND AIR CARRIER	AIR TAXI	GENERAL AVIATION	TOTAL
<u>ARRIVALS</u>					
0000	11	4	0	2	17
0100	13	8	1	1	23
0200	5	7	1	0	13
0300	5	1	1	0	7
0400	4	5	0	0	9
0500	4	3	1	0	8
0600	7	0	5	4	16
0700	18	1	5	5	29
0800	31	3	7	7	48
0900	23	3	2	9	37
1000	37	3	6	8	54
1100	44	4	6	8	62
1200	32	3	5	9	49
1300	28	0	2	10	40
1400	32	4	4	10	50
1500	27	0	4	11	42
1600 to 2400	277	13	33	52	375
TOTALS	598	62	83	136	879
<u>DEPARTURES</u>					
0000	22	0	2	2	26
0100	8	12	0	0	20
0200	4	5	1	0	10
0300	0	3	1	0	4
0400	4	2	1	0	7
0500	4	5	0	1	10
0600	10	2	4	2	18
0700	30	6	6	6	48
0800	50	3	3	9	65
0900	43	2	5	5	55
1000	35	2	6	6	49
1100	35	2	4	11	52
1200	43	7	5	11	66
1300	44	0	1	10	55
1400	23	0	7	12	42
1500	30	0	6	7	43
1600 to 2400	215	24	32	44	315
TOTALS	600	75	84	126	885
CLASS DISTRIBUTION (0000 to 2400)					
	Class 1	Class 2	Class 3	Class 4	
	27.0 %	54.0 %	13.9 %	5.1 %	

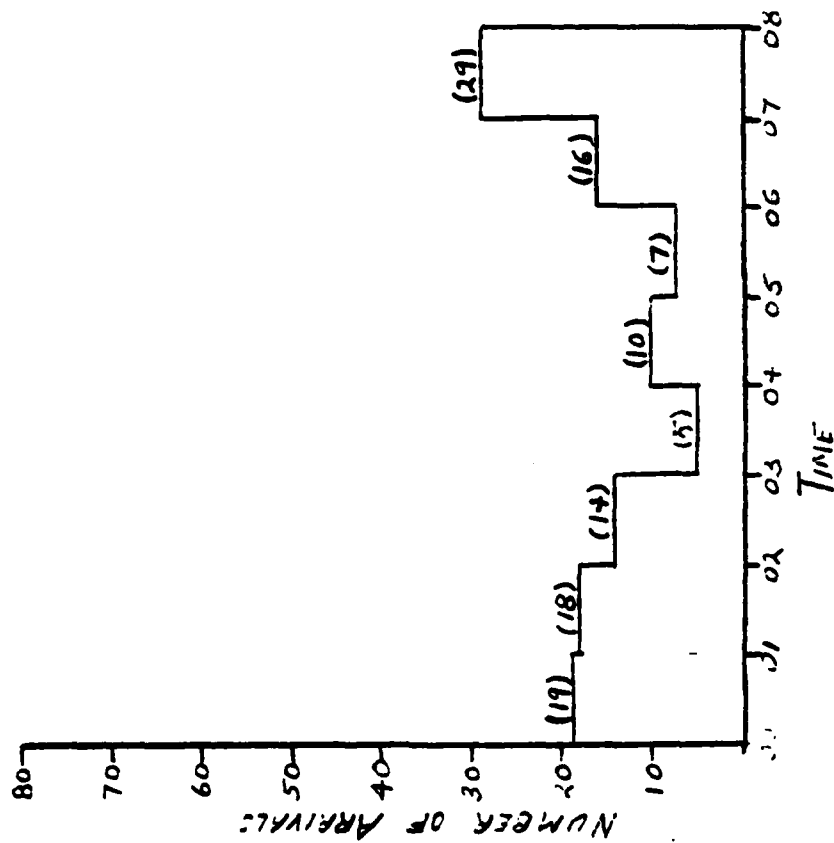
TABLE 7

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1987 DEMAND WITH PEAKS

TIME	AIR CARRIER	SUPPLEMENTS OF AIR TAXI AND AIR CARRIER	AIR TAXI	GENERAL AVIATION	TOTAL
<u>ARRIVALS</u>					
0000	11	4	0	2	17
0100	13	8	1	1	23
0200	5	7	1	0	13
0300	5	1	1	0	7
0400	4	5	0	0	9
0500	4	3	1	0	8
0600	7	0	5	4	16
0700	18	1	5	5	29
0800	31	8	7	7	53
0900	25	3	2	9	37
1000	37	3	6	8	54
1100	44	10	6	8	68
1200	32	3	5	9	49
1300	28	0	2	10	40
1400	32	4	4	10	50
1500	27	0	4	11	42
1600 to 2400	277	13	33	52	375
TOTALS	578	73	83	136	890
<u>DEPARTURES</u>					
0000	22	0	2	2	26
0100	8	12	0	0	20
0200	4	5	1	0	10
0300	0	3	1	0	4
0400	4	2	1	0	7
0500	4	5	0	1	10
0600	10	2	4	2	18
0700	30	6	6	6	48
0800	50	8	3	9	70
0900	43	2	5	5	55
1000	35	2	6	6	49
1100	35	2	4	11	52
1200	43	14	5	11	73
1300	44	0	1	10	55
1400	23	0	7	12	42
1500	30	0	6	7	43
1600 to 2400	215	24	32	44	315
TOTALS	600	87	84	126	897
CLASS DISTRIBUTION (0000 to 2400)					
Class 1 Class 2 Class 3 Class 4					

1978 ARRIVAL DEMAND



1978 DEPARTURE DEMAND

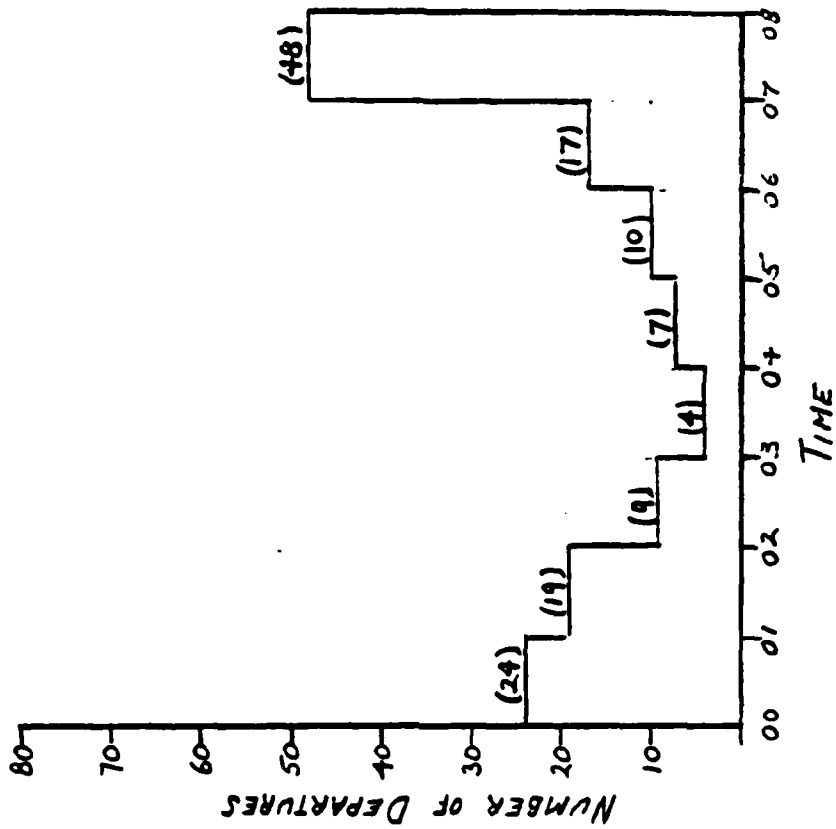
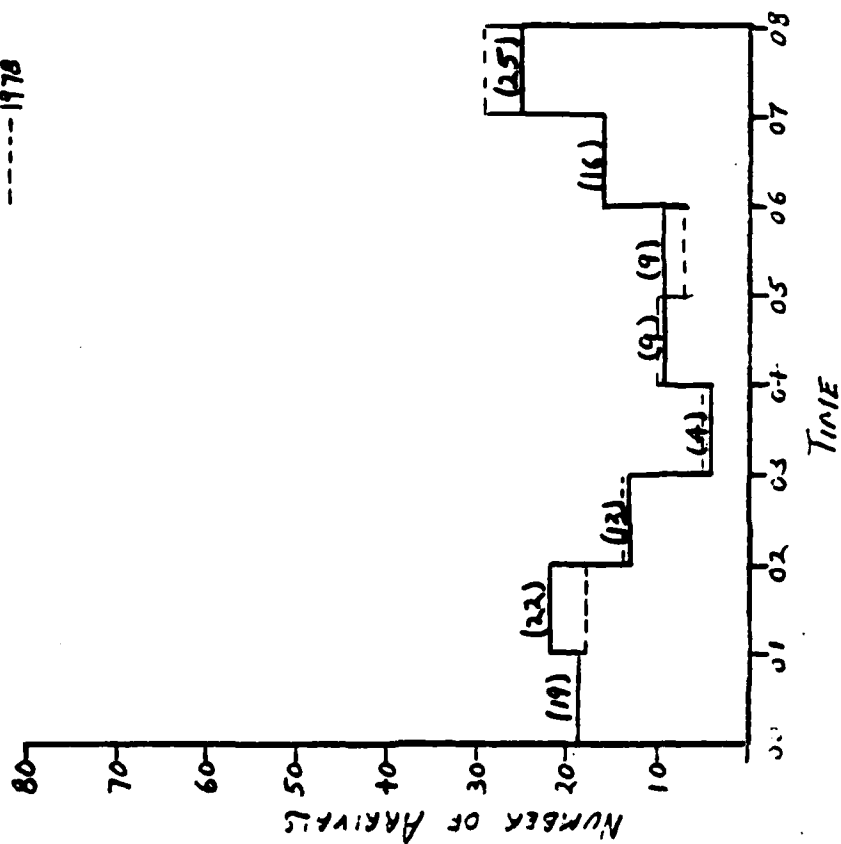


FIGURE 1. 1978 DEMAND [AFTER LATENCY DISTRIBUTION]
(FROM 0000 TO 0800 LOCAL TIME)

1982 Arrival Demand

— 1982
--- 1978



1982 Departure Demand

— 1982
--- 1978

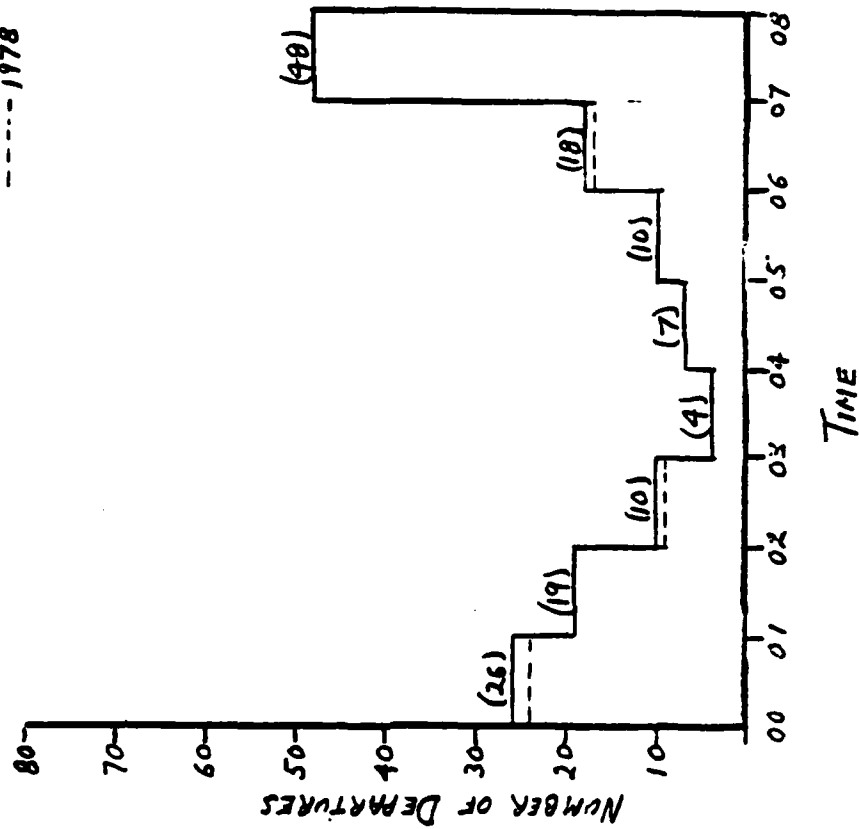
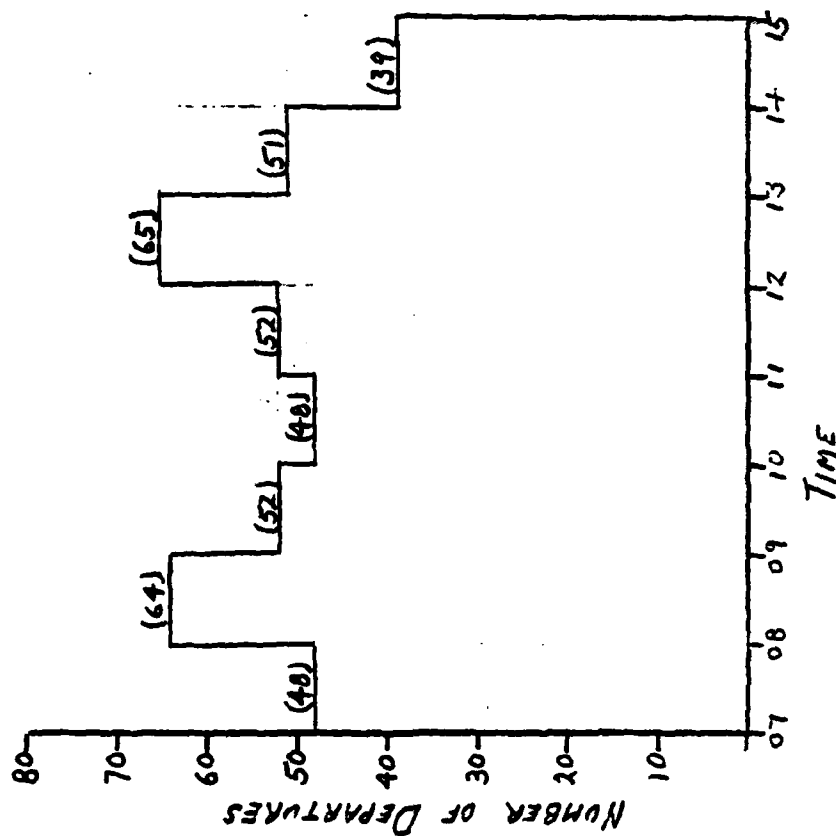


FIGURE 2. 1982 DEMAND [AIRTEL LATENCY DISTRIBUTION]
(FROM 0000 TO 0800 LOCAL TIME)

1978 DEPARTURE DEMAND



1978 ARRIVAL DEMAND

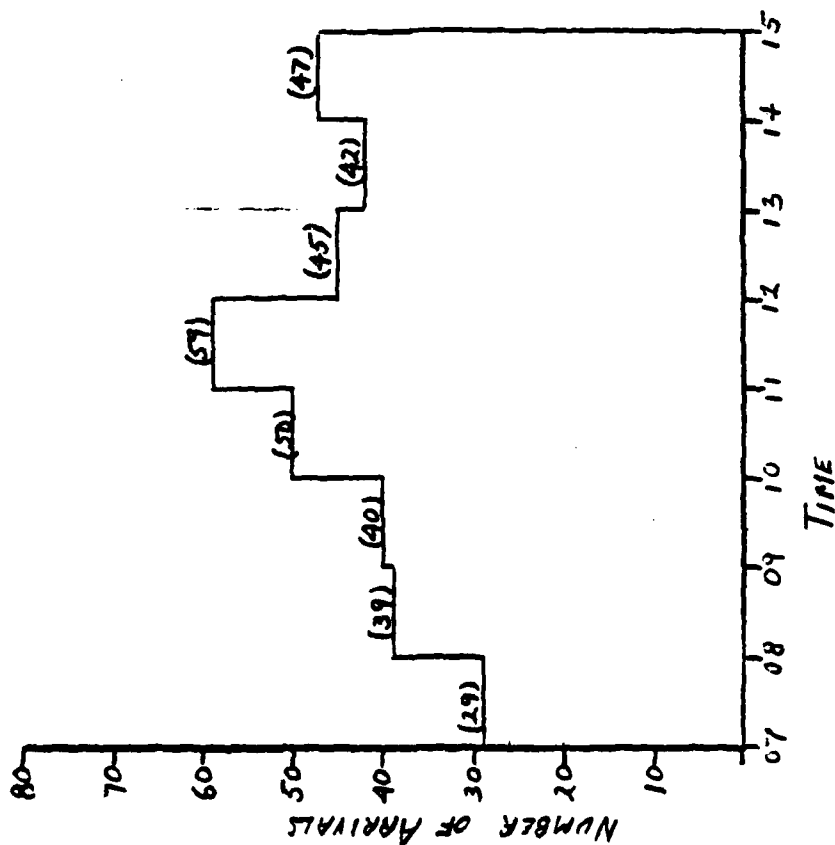


FIGURE 3. 1978 DEMAND [AFTER LATENCY DISTRIBUTION]
(FROM 0700 TO 1500 LOCAL TIME)

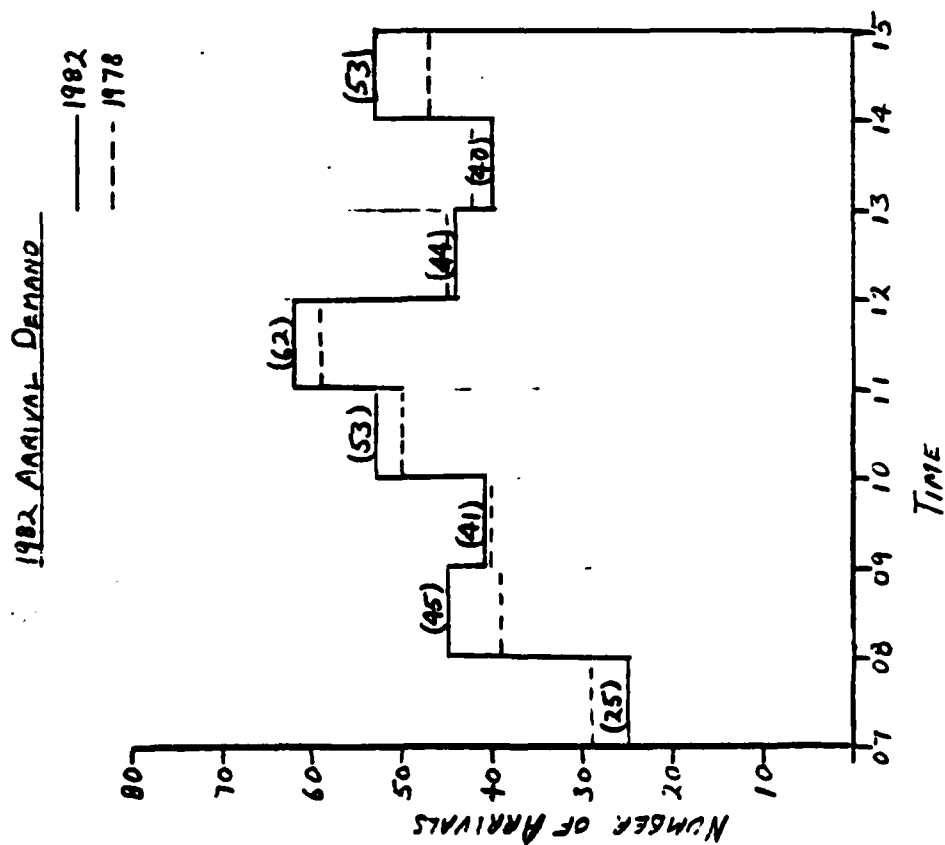
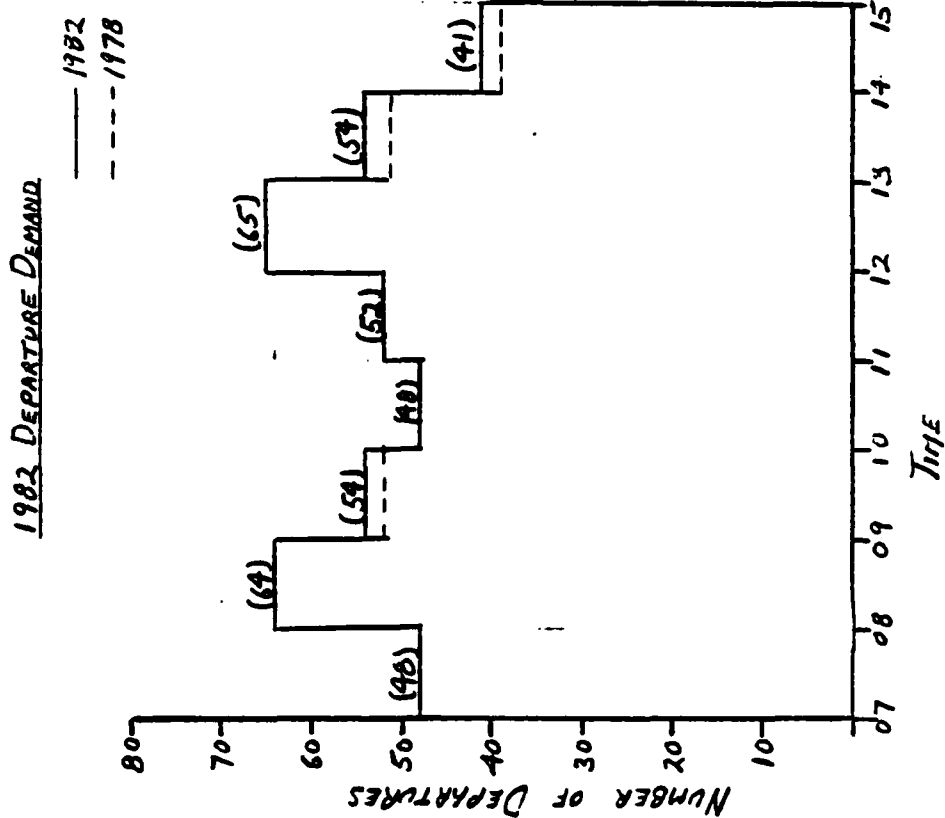
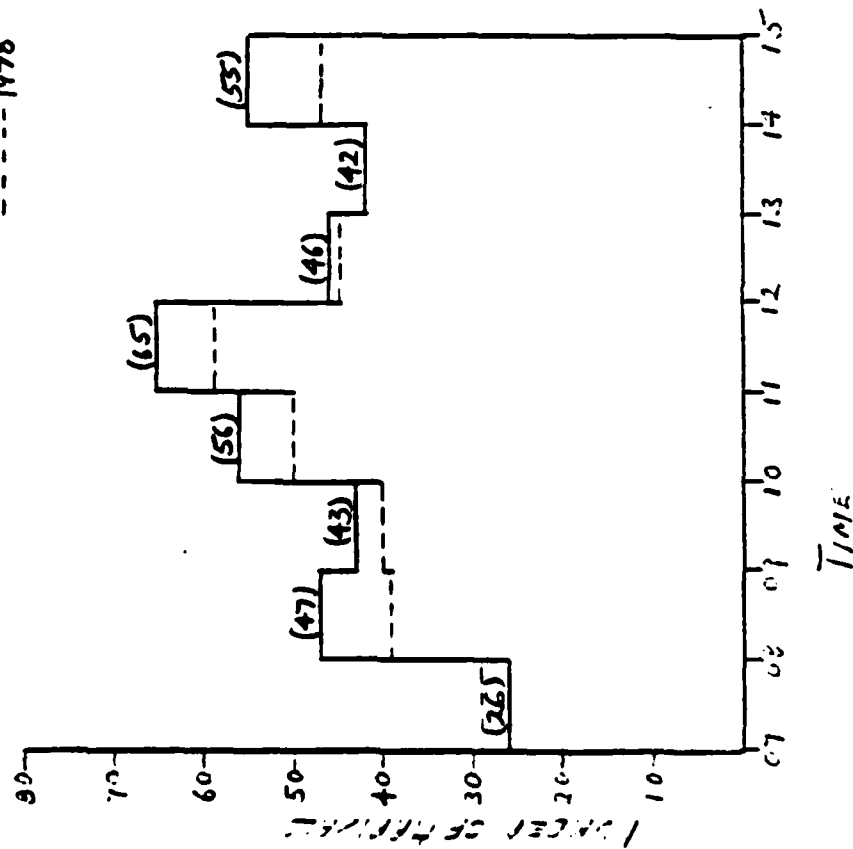


FIGURE 4. 1982 DEMAND AFTER LATE-NOON DEPARTURES
(FROM 0700 TO 1500 LOCAL TIME)

1982 + 5% ARRIVAL DEMAND

— 1982 + 5%
--- 1978



1982 + 5% DEPARTURE DEMAND

— 1982 + 5%
--- 1978

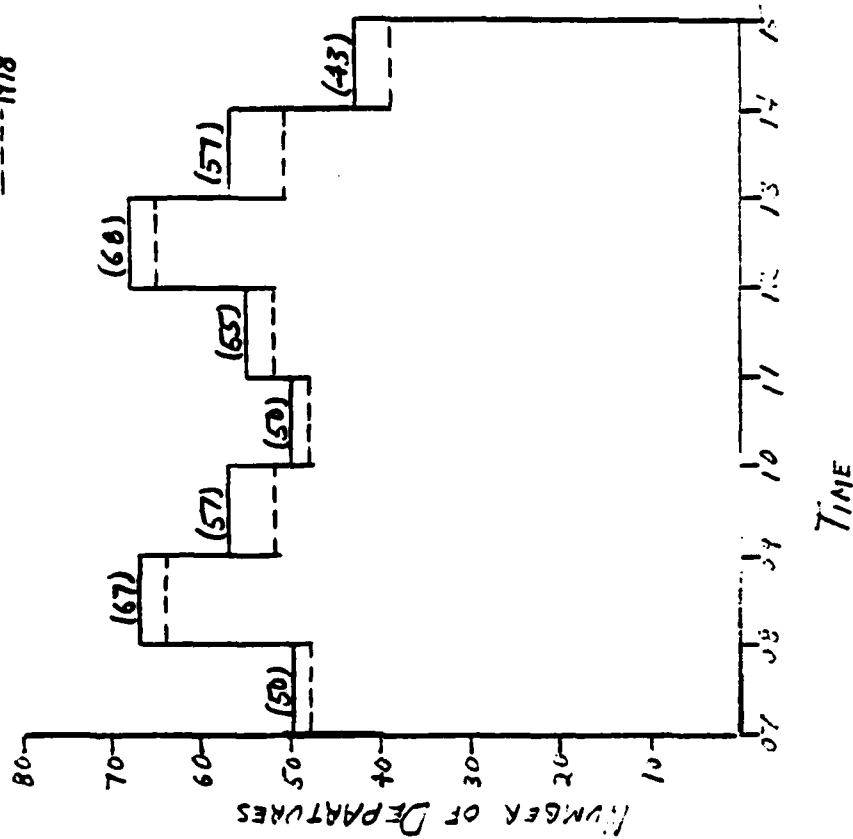
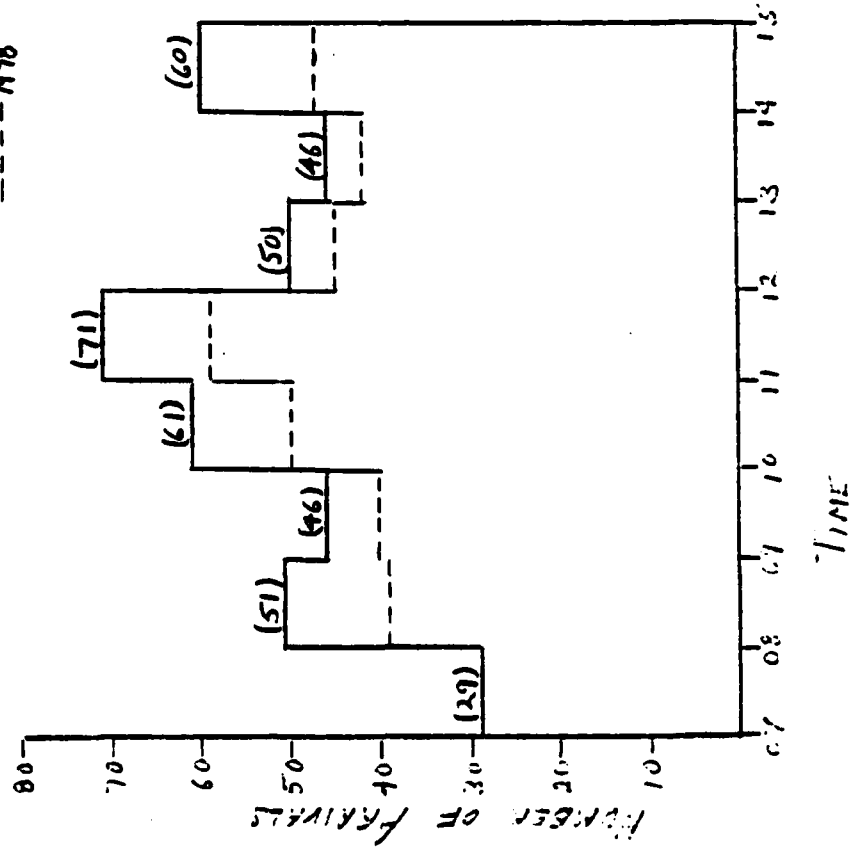


FIGURE 5. 1982 + 5% DEMAND [AFTER LATESS DISTRIBUTION]
(FROM 0700 TO 1500 LOCAL TIME)

1982 + 15% ARRIVAL DEMAND

—— 1982+15%
 ---- 1978



1982 + 15% DEPARTURE DEMAND

—— 1982+15%
 ---- 1978

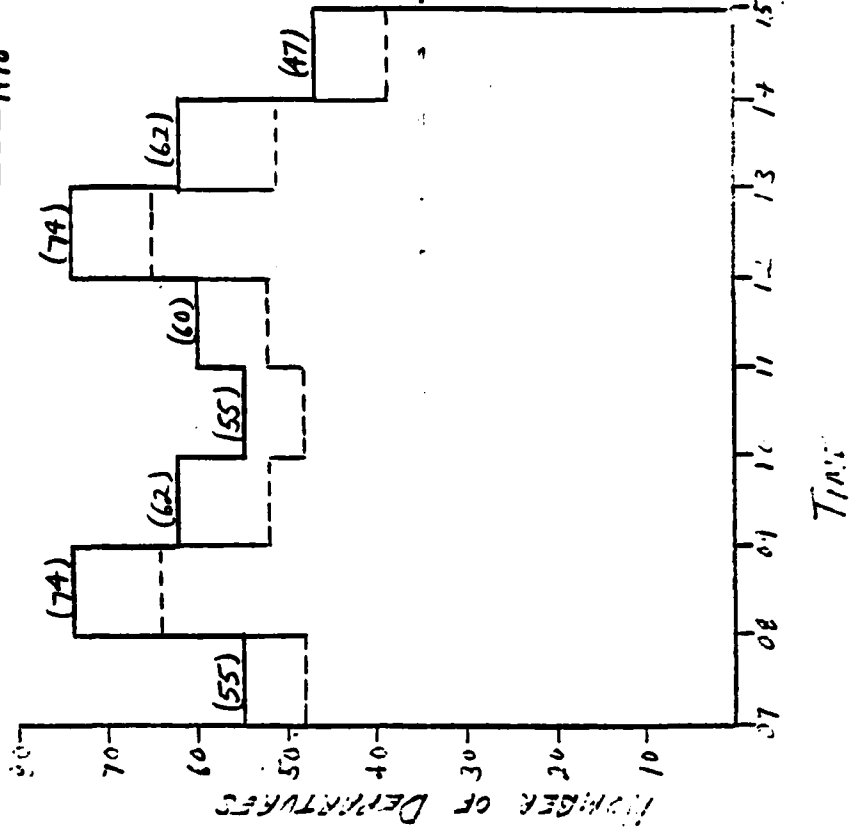


FIGURE 6. 1982 + 15% DEMAND (AFTER LATENCY DISTRIBUTION)
 (FROM 0700 TO 1500 LOCAL TIME)

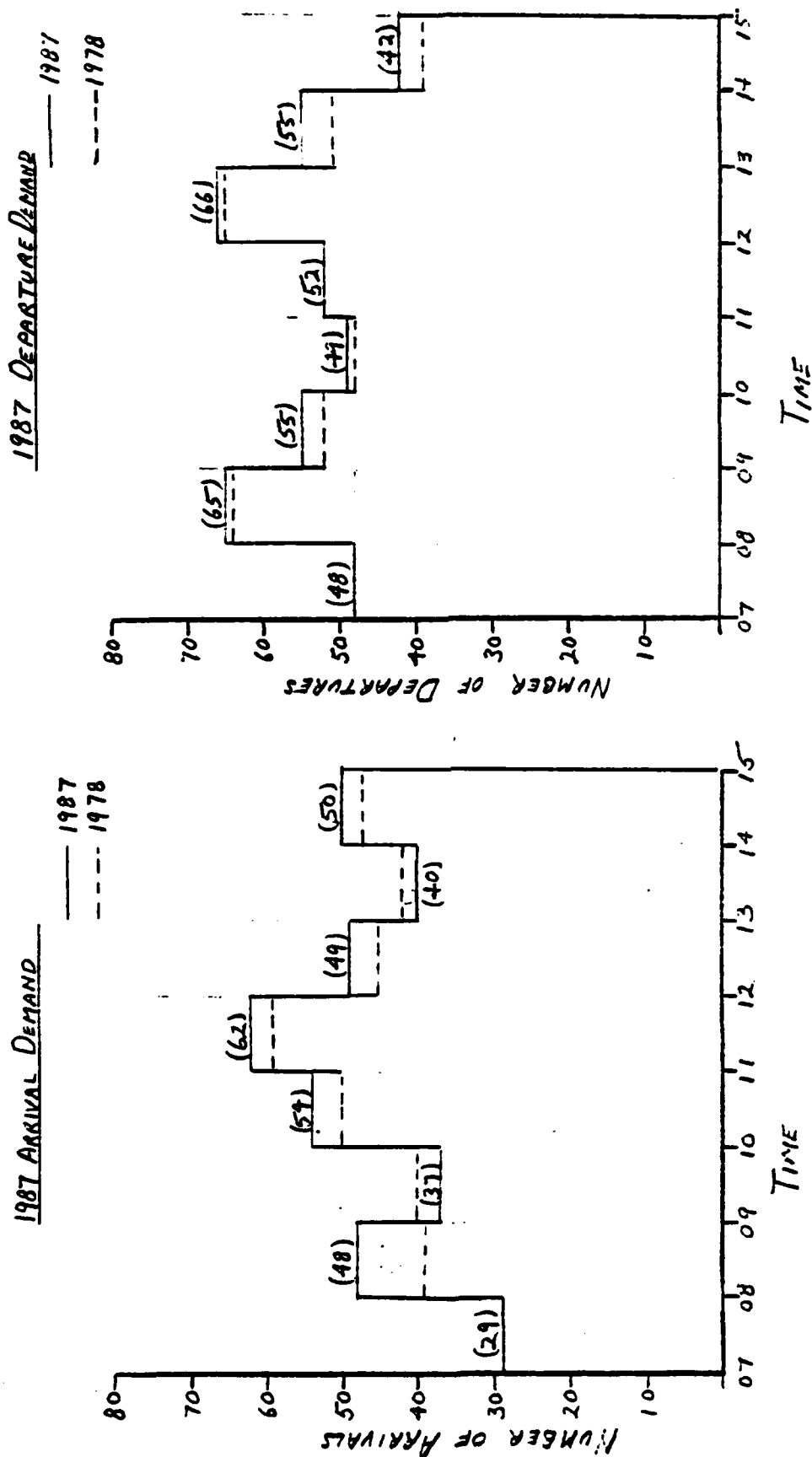
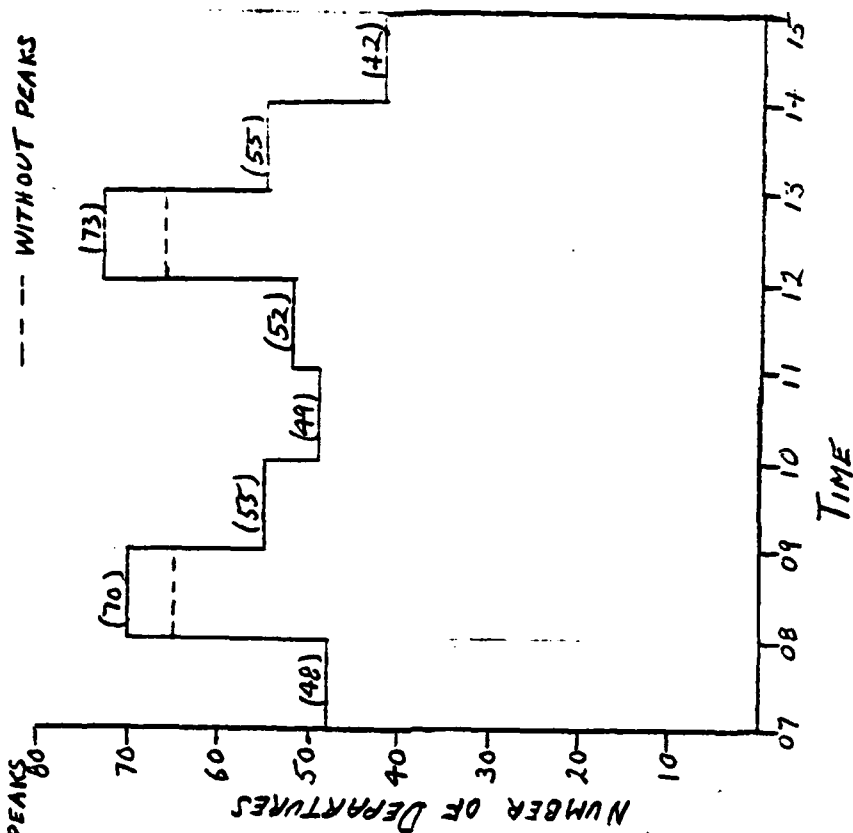


FIGURE 7. 1987 DEMAND [AFTER LATENCY DISTRIBUTION]
(FROM 0700 TO 1500 LOCAL TIME)

1987 DEPARTURE DEMAND WITH PEAKS

— WITH PEAKS
 --- WITHOUT PEAKS



1987 ARRIVAL DEMAND WITH PEAKS

— WITH PEAKS
 --- WITHOUT PEAKS

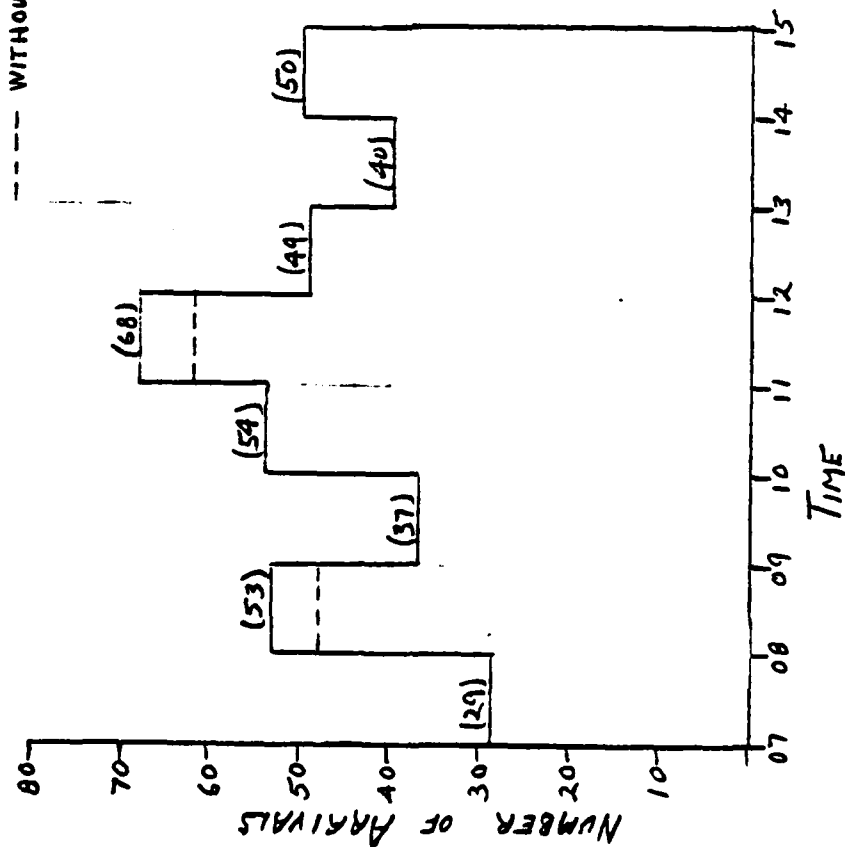


FIGURE 8. 1987 DEMAND WITH PEAKS LATEX LATENESS DISTRIBUTION I
 (FROM 0700 TO 1500 LOCAL TIME)

ATTACHMENT C

ANALYSIS of YEARLY TOTALS for PASSENGER and AIRCRAFT OPERATIONS

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

TABLE 8

ANALYSIS of YEARLY TOTAL for PASSENGER and AIRCRAFT OPERATIONS

	1978	1982	1982 +5%	1982 +15%	1987
Total Daily Air Carrier and Air Taxi Operations	1448	1473	1556	1729	1502
Total Departures (avg.)	724	737	778	865	751
% of Class 1	22.7	25.2	25.2	25.1	28.5
Class 2	58.4	58.0	58.1	58.2	56.9
Class 3	18.9	16.8	16.7	16.7	14.6
# of Seats per Aircraft (avg.)					
Class 1	280	300	300	300	300
Class 2	140	160	160	160	170
Class 3	16	20	20	20	25
Occupied Seats Per Air- CRAFT (avg.) (L.F.=0.65)					
Class 1	182.0	195.0	195.0	195.0	195.0
Class 2	91.0	104.0	104.0	104.0	110.5
Class 3	10.4	13.0	13.0	13.0	16.5
Daily Passenger Totals (avg.)					
Class 1	29,911	36,216	38,230	42,337	41,736
Class 2	38,476	44,455	47,009	52,356	47,218
Class 3	<u>1,423</u>	<u>1,609</u>	<u>1,689</u>	<u>1,878</u>	<u>1,809</u>
TOTAL	69,810	82,280	86,928	96,571	90,763
	<u>x60</u>	<u>x60</u>	<u>x60</u>	<u>x60</u>	<u>x60</u>
July-August Passenger Enplanements	4,188,600	4,936,800	5,215,680	5,794,260	5,445,780
TOTAL ÷ % of Yearly totals	÷ 0.25	÷ 0.25	÷ 0.25	÷ 0.25	÷ 0.25
Yearly Passenger Count (Enplanements) x 1000	16,754	19,747	20,862	23,177	21,783

TABLE 8 (cont.)

ANALYSIS of YEARLY TOTAL for PASSENGER and AIRCRAFT OPERATIONS

	1978	1982	1982 +5%	1982 +15%	1987
Total Daily Air Carrier and Air Taxi Operations	1448	1473	1556	1729	1502
	<u>x60</u>	<u>x60</u>	<u>x60</u>	<u>x60</u>	<u>x60</u>
	86,880	88,380	93,360	103,740	90,120
July-August Aircraft Operations ÷ % of Yearly Total	÷0.19	÷0.19	÷0.19	÷0.19	÷0.19
Yearly Aircraft Count (Air Carrier and Air Taxi)	457,263	465,157	491,368	546,000	474,315

ATTACHMENT D

CLASS and RUNWAY DEMAND DISTRIBUTION for ARRIVALS and DEPARTURES

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

TABLE 9

INDEX of CLASS and RUNWAY DEMAND DISTRIBUTIONS for ARRIVAL and DEPARTURES

ITEM	TABLE	EXPERIMENT NO.	(TRAFFIC FLOW)	WEATHER	DEMAND	ATC SYSTEM	IMPROVEMENT	PAGE
1	10	1	(Westerly)	VFR-1	1978	1978	none	25
2	11	7	"	"	1982	"	"	26
3	12	7A	"	"	1982 +5%	"	"	27
4	13	7B	"	"	1982 +15%	"	"	28
5	14	11	"	"	1982	1982	1982	29
6	15	13	"	"	"	"	1982 less #2 and #3	30
7	16	18	"	"	"	"	Dual Taxiway	31
8	17	2	"	IFR-1	1978	1978	none	32
9	18	3	"	IFR-2	"	"	"	33
10	19	8	"	IFR-1	1982	"	"	34
11	20	8A	"	"	1982 +5%	"	"	35
12	21	8B	"	"	1982 +15%	"	"	36
13	22	12	"	"	1982	1982	1982	37
14	23	6	(Easterly)	VFR-1	1978	1978	none	38
15	24	9	"	"	1982	"	"	39
16	25	16	"	"	"	1982	5, 7 and 8	40
17	26	4	(Night)	"	1978	1978	none	41
18	27	10	"	"	1982	"	"	42
19	28	15	"	"	1982	1982	5 and 7	43
20	29	5	"	IFR-1	1978	1978	none	44
21	30	10A	"	"	1982	"	"	45
22	31	19A	(Westerly)	VFR-1	"	1978	Terminal Expansion	46
23	32	20	"	"	"	1982	"	47
24	33	21	"	"	"	"	Remote Terminal	48
25	34	22	"	"	"	1978	Tunnel Constroction	49
26	35	22A	"	"	"	"	Dual Taxiway	50
27	36	23	"	IFR-1	"	"	Tunnel Construction-25R	51
28	37	24	"	"	"	"	" -25L	52
29	38	25	"	VFR-1	1987	1987	1987	53
30	39	25A	"	"	1987 +Peaks	"	"	54
31	40	26	"	IFR-1	1987	"	"	55

TABLE 10

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURESEXPERIMENT NO. 1

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	16	7	0	36	59
CLASS 2	19	1	88	87	195
CLASS 3	35	9	3	26	73
CLASS 4	10	2	6	6	24
TOTAL	80	19	97	156	357

	DEPARTURES				
CLASS 1	3	83	3	1	90
CLASS 2	20	65	111	37	233
CLASS 3	12	10	25	30	77
CLASS 4	3	2	1	13	19
TOTAL	38	160	140	81	419

ARRIVAL AND DEPARTURE TOTALS	118	179	237	236	770
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TABLE 11

**CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES**

EXPERIMENT NO. 7

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	15	6	0	47	68
CLASS 2	20	2	93	89	204
CLASS 3	31	8	3	25	67
CLASS 4	5	1	9	9	24
TOTAL	71	17	105	170	363

	DEPARTURES				
CLASS 1	2	92	1	2	97
CLASS 2	23	66	107	37	233
CLASS 3	13	10	25	29	77
CLASS 4	4	3	2	10	19
TOTAL	42	171	135	78	426

ARRIVAL AND DEPARTURE TOTALS	113	188	240	248	789
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TABLE 12

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 7A

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	16	7	0	50	73
CLASS 2	24	2	98	94	218
CLASS 3	28	7	3	27	65
CLASS 4	8	1	8	7	24
TOTAL	76	17	109	178	380

	DEPARTURES				
CLASS 1	3	99	1	1	104
CLASS 2	24	69	115	39	247
CLASS 3	11	8	26	31	76
CLASS 4	4	4	2	10	20
TOTAL	42	180	144	81	447

ARRIVAL AND DEPARTURE TOTALS	118	197	253	259	827
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TABLE 13

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 7B

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	16	8	0	57	81
CLASS 2	25	2	110	104	241
CLASS 3	34	9	2	25	68
CLASS 4	5	1	9	9	24
TOTAL	80	20	121	193	414

	DEPARTURES				
CLASS 1	3	109	1	1	114
CLASS 2	26	73	128	43	270
CLASS 3	13	12	26	33	84
CLASS 4	5	3	2	11	21
TOTAL	47	197	157	88	489

ARRIVAL AND DEPARTURE TOTALS	127	217	278	281	903
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TABLE 14

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 11

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	15	6	0	47	68
CLASS 2	20	2	93	89	204
CLASS 3	31	8	3	25	67
CLASS 4	5	1	9	9	24
TOTAL	71	17	105	170	363

	DEPARTURES				
CLASS 1	0	53	34	10	97
CLASS 2	8	51	132	42	233
CLASS 3	13	10	25	29	77
CLASS 4	4	3	2	10	19
TOTAL	25	117	193	91	426

ARRIVAL AND DEPARTURE TOTALS	96	134	298	261	789
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TABLE 15

**CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES**

EXPERIMENT NO. 13

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	15	6	0	47	68
CLASS 2	20	2	93	89	204
CLASS 3	31	8	3	25	67
CLASS 4	5	1	9	9	24
TOTAL	71	17	105	170	363

	DEPARTURES				
CLASS 1	2	92	1	2	97
CLASS 2	23	66	107	37	233
CLASS 3	13	10	25	29	77
CLASS 4	4	3	2	10	19
TOTAL	42	171	135	78	426

ARRIVAL AND DEPARTURE TOTALS	113	188	240	248	789
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TABLE 16

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 18

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	15	6	0	47	68
CLASS 2	20	2	93	89	204
CLASS 3	31	8	3	25	67
CLASS 4	5	1	9	9	24
TOTAL	71	17	105	170	363

	DEPARTURES				
CLASS 1	2	92	1	2	97
CLASS 2	23	66	107	37	233
CLASS 3	13	10	25	29	77
CLASS 4	4	3	2	10	19
TOTAL	42	171	135	78	426

ARRIVAL AND DEPARTURE TOTALS	113	188	140	248	789
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TABLE 17

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 2

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	23	0	0	36	59
CLASS 2	20	0	0	175	195
CLASS 3	44	0	0	29	73
CLASS 4	12	0	0	12	24
TOTAL	99	0	0	252	351

MODIFIED DEMAND 143 0 0 207 351

	DEPARTURES				
CLASS 1	0	86	4	0	90
CLASS 2	0	85	148	0	233
CLASS 3	0	22	55	0	77
CLASS 4	0	5	14	0	19
TOTAL	0	198	221	0	419

ARRIVAL AND DEPARTURE TOTALS	99	198	221	252	770
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TABLE 18

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 3

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	23	0	0	36	59
CLASS 2	20	0	0	175	195
CLASS 3	44	0	0	29	73
CLASS 4	12	0	0	12	24
TOTAL	99	0	0	252	351

MODIFIED DEMAND 143 0 0 207 351

	DEPARTURES				
CLASS 1	0	86	4	0	90
CLASS 2	0	85	148	0	233
CLASS 3	0	22	55	0	77
CLASS 4	0	5	14	0	19
TOTAL	0	198	221	0	419

ARRIVAL AND DEPARTURE TOTALS	99	198	221	252	770
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TABLE 19

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 8

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	21	0	0	47	68
CLASS 2	22	0	0	182	204
CLASS 3	39	0	0	28	67
CLASS 4	6	0	0	18	24
TOTAL	88	0	0	275	363
MODIFIED DEMAND	138	0	0	225	363
	DEPARTURES				
CLASS 1	0	94	3	0	97
CLASS 2	0	89	144	0	233
CLASS 3	0	23	54	0	77
CLASS 4	0	7	12	0	19
TOTAL	0	213	213	0	426
ARRIVAL AND DEPARTURE TOTALS	88	213	213	275	789

TABLE 20

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 8A

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	23	0	0	50	73
CLASS 2	26	0	0	192	218
CLASS 3	35	0	0	30	65
CLASS 4	9	0	0	15	24
TOTAL	93	0	0	287	380

MODIFIED DEMAND 146 0 0 234 380

	DEPARTURES				
CLASS 1	0	102	2	0	104
CLASS 2	0	93	154	0	247
CLASS 3	0	19	57	0	76
CLASS 4	0	8	12	0	20
TOTAL	0	222	225	0	447

ARRIVAL AND DEPARTURE TOTALS	93	222	225	287	827
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TABLE 21

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 8B

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	24	0	0	57	81
CLASS 2	27	0	0	214	241
CLASS 3	43	0	0	25	68
CLASS 4	6	0	0	18	24
TOTAL	100	0	0	314	414

MODIFIED DEMAND 161 0 0 253 414

	DEPARTURES				
CLASS 1	0	112	2	0	114
CLASS 2	0	99	171	0	270
CLASS 3	0	25	59	0	84
CLASS 4	0	8	13	0	21
TOTAL	0	244	245	0	489

ARRIVAL AND DEPARTURE TOTALS	100	244	245	314	903
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TABLE 22

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 12

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	21	0	0	47	68
CLASS 2	22	0	0	182	204
CLASS 3	39	0	0	28	67
CLASS 4	6	0	0	18	24
TOTAL	88	0	0	275	363
MODIFIED DEMAND	138	0	0	225	363
	DEPARTURES				
CLASS 1	0	53	44	0	97
CLASS 2	0	59	174	0	233
CLASS 3	0	23	54	0	77
CLASS 4	0	7	12	0	19
TOTAL	0	142	284	0	426
ARRIVAL AND DEPARTURE TOTALS	88	142	284	275	789

TABLE 23

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**CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES**

EXPERIMENT NO. 6

RUNWAY NAME	6R	6L	7R	7L	TOTAL
	ARRIVALS				
CLASS 1	7	16	36	0	59
CLASS 2	1	19	87	88	195
CLASS 3	9	35	26	3	73
CLASS 4	2	10	6	6	24
TOTAL	19	80	155	97	351

	DEPARTURES				
CLASS 1	83	3	1	3	90
CLASS 2	65	20	37	111	233
CLASS 3	10	12	30	25	77
CLASS 4	2	3	13	1	19
TOTAL	160	38	81	140	419

ARRIVAL AND DEPARTURE TOTALS	179	118	236	237	770
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TABLE 24

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CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 9

RUNWAY NAME	6R	6L	7R	7L	TOTAL
	ARRIVALS				
CLASS 1	6	15	47	0	68
CLASS 2	2	20	89	93	204
CLASS 3	8	31	25	3	67
CLASS 4	1	5	9	9	24
TOTAL	17	71	170	105	363

	DEPARTURES				
CLASS 1	92	2	2	1	97
CLASS 2	66	23	37	107	233
CLASS 3	10	13	29	25	77
CLASS 4	3	4	10	2	19
TOTAL	171	42	78	135	426

ARRIVAL AND DEPARTURE TOTALS	188	113	248	240	789
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TABLE 25

**CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES**

EXPERIMENT NO. 16

RUNWAY NAME	6R	6L	7R	7L	TOTAL
	ARRIVALS				
CLASS 1	6	15	47	0	68
CLASS 2	2	20	89	93	204
CLASS 3	8	31	25	3	67
CLASS 4	1	5	9	9	24
TOTAL	17	71	170	105	363

	DEPARTURES				
CLASS 1	92	2	2	1	97
CLASS 2	66	23	37	107	233
CLASS 3	10	13	29	25	77
CLASS 4	3	4	10	2	19
TOTAL	171	42	78	135	426

ARRIVAL AND DEPARTURE TOTALS	188	113	248	240	789
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TABLE 26
CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 4

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	8	27	0	0	35
CLASS 2	8	51	0	0	59
CLASS 3	11	8	0	0	19
CLASS 4	4	1	0	0	5
TOTAL	31	87	0	0	118

	DEPARTURES				
CLASS 1	0	0	37	4	41
CLASS 2	0	0	23	46	69
CLASS 3	0	0	8	16	24
CLASS 4	0	0	1	3	4
TOTAL	0	0	69	69	138

ARRIVAL AND DEPARTURE TOTALS	31	87	69	69	256
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TABLE 27
CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 10

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	10	29	0	0	39
CLASS 2	9	48	0	0	57
CLASS 3	11	4	0	0	15
CLASS 4	3	3	0	0	6
TOTAL	33	84	0	0	117

	DEPARTURES				
CLASS 1	0	0	42	3	45
CLASS 2	0	0	29	48	77
CLASS 3	0	0	6	11	17
CLASS 4	0	0	0	3	3
TOTAL	0	0	77	65	142

ARRIVAL AND DEPARTURE TOTALS	33	84	77	65	259
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TABLE 28
CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 15

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	10	29	0	0	39
CLASS 2	9	48	0	0	57
CLASS 3	11	4	0	0	15
CLASS 4	3	3	0	0	6
TOTAL	33	84	0	0	117

	DEPARTURES				
CLASS 1	0	0	42	3	45
CLASS 2	0	0	29	48	77
CLASS 3	0	0	6	11	17
CLASS 4	0	0	0	3	3
TOTAL	0	0	77	65	142

ARRIVAL AND DEPARTURE TOTALS	33	84	77	65	259
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TABLE 29
CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 5

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	8	27	0	0	35
CLASS 2	8	51	0	0	59
CLASS 3	11	8	0	0	19
CLASS 4	4	1	0	0	5
TOTAL	31	87	0	0	118

	DEPARTURES				
CLASS 1	0	0	37	4	41
CLASS 2	0	0	23	46	69
CLASS 3	0	0	8	16	24
CLASS 4	0	0	1	3	4
TOTAL	0	0	69	69	138

ARRIVAL AND DEPARTURE TOTALS	31	87	69	69	256
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TABLE 30
CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 10A

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	10	29	0	0	39
CLASS 2	9	48	0	0	57
CLASS 3	11	4	0	0	15
CLASS 4	3	3	0	0	6
TOTAL	33	84	0	0	117

	DEPARTURES				
CLASS 1	0	0	42	3	45
CLASS 2	0	0	29	48	77
CLASS 3	0	0	6	11	17
CLASS 4	0	0	0	3	3
TOTAL	0	0	77	65	142

ARRIVAL AND DEPARTURE TOTALS	33	84	77	65	259
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TABLE 31

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 19A

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	13	7	0	48	68
CLASS 2	31	2	77	94	204
CLASS 3	24	4	7	32	67
CLASS 4	4	1	9	10	24
TOTAL	72	14	93	184	363

	DEPARTURES				
CLASS 1	2	93	1	1	97
CLASS 2	33	66	102	32	233
CLASS 3	13	10	25	29	77
CLASS 4	4	3	2	10	19
TOTAL	52	172	130	72	426

ARRIVAL AND DEPARTURE TOTALS	124	186	223	256	789
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TABLE 32

47

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 20

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	13	7	0	48	68
CLASS 2	31	2	77	94	204
CLASS 3	24	4	7	32	67
CLASS 4	4	1	9	10	24
TOTAL	72	14	93	184	363

	DEPARTURES				
CLASS 1	2	93	1	1	97
CLASS 2	33	66	102	32	233
CLASS 3	13	10	25	29	77
CLASS 4	4	3	2	10	19
TOTAL	52	172	130	72	426

ARRIVAL AND DEPARTURE TOTALS	124	186	223	256	789
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TABLE 33

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 21

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	13	7	0	48	68
CLASS 2	21	2	93	88	204
CLASS 3	31	8	3	25	67
CLASS 4	5	1	1	1	24
TOTAL	70	18	105	170	363

	DEPARTURES				
CLASS 1	2	92	1	2	97
CLASS 2	23	66	107	37	233
CLASS 3	13	10	25	21	77
CLASS 4	4	3	2	10	19
TOTAL	42	171	135	78	426

ARRIVAL AND DEPARTURE TOTALS	112	189	140	248	789
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TABLE 34

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 22

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	15	6	0	47	68
CLASS 2	65	55	0	84	204
CLASS 3	10	10	0	47	67
CLASS 4	5	1	0	18	24
TOTAL	95	72	0	196	363

	DEPARTURES				
CLASS 1	1	96	0	0	97
CLASS 2	12	39	0	182	233
CLASS 3	12	23	0	42	77
CLASS 4	4	4	0	11	19
TOTAL	29	162	0	235	426

ARRIVAL AND DEPARTURE TOTALS	124	234	0	431	789
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TABLE 35

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 22A

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	15	6	0	47	68
CLASS 2	65	55	0	84	204
CLASS 3	10	10	0	47	67
CLASS 4	5	1	0	18	24
TOTAL	95	72	0	196	363

	DEPARTURES				
CLASS 1	1	96	0	0	97
CLASS 2	12	39	0	182	233
CLASS 3	12	23	0	42	77
CLASS 4	4	4	0	11	19
TOTAL	29	162	0	235	426

ARRIVAL AND DEPARTURE TOTALS	124	234	0	431	789
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TABLE 36

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 23

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	21	0	0	47	68
CLASS 2	120	0	0	84	204
CLASS 3	20	0	0	47	67
CLASS 4	6	0	0	18	24
TOTAL	167	0	0	196	363

	DEPARTURES				
CLASS 1	0	97	0	0	97
CLASS 2	0	51	0	182	233
CLASS 3	0	35	0	42	77
CLASS 4	0	8	0	11	19
TOTAL	0	191	0	235	426

ARRIVAL AND DEPARTURE TOTALS	167	191	0	431	789
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TABLE 37

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 24

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	68	0	0	0	68
CLASS 2	86	0	118	0	204
CLASS 3	14	0	53	0	67
CLASS 4	6	0	18	0	24
TOTAL	174	0	189	0	363

	DEPARTURES				
CLASS 1	0	96	1	0	97
CLASS 2	0	56	177	0	233
CLASS 3	0	26	51	0	77
CLASS 4	0	7	12	0	19
TOTAL	0	185	241	0	426

ARRIVAL AND DEPARTURE TOTALS	174	185	430	0	789
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TABLE 38

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 25

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	19	13	27	24	83
CLASS 2	54	38	56	60	208
CLASS 3	17	11	0	26	54
CLASS 4	6	4	1	13	24
TOTAL	96	66	84	123	369

	DEPARTURES				
CLASS 1	0	42	57	16	115
CLASS 2	3	81	100	53	237
CLASS 3	28	1	6	26	61
CLASS 4	6	0	1	12	19
TOTAL	37	124	164	107	432

ARRIVAL AND DEPARTURE TOTALS	133	190	248	230	801
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TABLE 39

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 25A (TO BE COMPLETED)

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1					
CLASS 2					
CLASS 3					
CLASS 4					
TOTAL					

	DEPARTURES				
CLASS 1					
CLASS 2					
CLASS 3					
CLASS 4					
TOTAL					

ARRIVAL AND DEPARTURE TOTALS					
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TABLE 40

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 26

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	32	0	0	51	83
CLASS 2	92	0	0	116	208
CLASS 3	28	0	0	26	54
CLASS 4	10	0	0	14	24
TOTAL	162	0	0	207	369

	DEPARTURES				
CLASS 1	0	42	73	0	115
CLASS 2	0	84	153	0	237
CLASS 3	0	29	32	0	61
CLASS 4	0	6	13	0	19
TOTAL	0	161	271	0	432

ARRIVAL AND DEPARTURE TOTALS	162	161	271	207	801
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